

Fidelity Power Systems Pro IT Series Rules

1. GENERAL

- 1.1 The Pro IT Series is a point based series organized by Touring Race Promotions, Inc. (TRP) and is comprised of races sanctioned by the Sports Car Club of America. These events are conducted according to the SCCA General Competition Rules (GCR) except where these rules apply. In the event of a conflict, these rules shall apply.
- 1.2 The TRP will appoint the Pro IT Operations Manager and the Pro IT Administrator.
- 1.3 The Pro IT Operations Manager and the Pro IT Administrator develop, recommend, and supervise the execution of these rules.
- 1.4 The Pro IT Administrator maintains the series points and prize funds.
- 1.5 The Pro IT Operations Manager will solicit input from Pro IT Series participants on the management of the series. All rule changes are subject to the approval of the TRP.
- 1.6 The Pro IT Operations Manager will appoint a Series Chief Steward; he or his delegate shall be the operating steward for each Pro IT race.
- 1.7 Race organizers reserve the right to change weekend schedules depending on circumstances. Such decisions will be discussed with the Stewards of the Meet and are not subject to protest or appeal.

2. CLASS ELIGIBILITY

Recognized classes - ITR, ITS, ITA, ITB, ITC, SM, STU,STL

2.1 SCCA Improved Touring (IT) cars - ITR, ITS, ITA, ITB, and ITC; cars must conform to the Improved Touring Category Specifications (ITCS).

2.1.1 Improved Touring 7 (IT7) and Washington DC Region Spec RX-7 (SRX7) may compete. IT7 and SRX7 will be classified as ITA.

2.1.2 Cars with a documented history of competition in a series which permitted seam welding may retain their seam welding.

2.2 Spec Miata (SM) cars must conform to Spec Miata Category specifications (SMCS). The spec tires for Spec Miata are the Toyo Proxes RA-1, Toyo R888, Toyo RR, Hoosier SM6 and SM7, size 205-50 R15, shaved or unshaved; only one brand may be run at an event. The purpose of this rule is permit competitors to run on any one of five different tires (RA-1, R888, RR, SM6 or SM7) without allowing switches during the event e.g. qualify on one tire, race on another. Hoosier H2O rain tires are permitted for wet weather. When conditions warrant any of these five tires may be used as rain tires; rain tires are free from the one brand rule.

2.2.1 Showroom Spec Miata (SSM) may compete; SSM must conform to the SSM Technical Specifications on the NEDiv web site (www.NEDiv.com). SSM will be classified as SM.

2.3 Super Touring (ST) – STU and STL; cars must conform to the Super Touring Category specifications (STCS).

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2.4 Non-SCCA classes

2.4.1 Cars built to '944 Cup Racing Series' rules (www.44cup.com) may participate. These include two classes: 'Cup' will be classified as ITS and 'Super Cup' will be classified as ITR.

2.4.2 Cars built to NASA® SpecE30 class rules (www.spece30.com) may participate and will be classified as ITS.

2.4.3 Cars built to PCA Spec Boxster class rules (www.pca.org) may participate and will be classified as ITS.

2.4 Subject to the approval of the Series Chief Steward, additional 'IT-like" cars may run the series races while forfeiting series points and prize money. They will be in the "ITX" (eXhibition) class and must otherwise comply with all series requirements.

2.6 To be eligible for prize funds and points, the series sponsor decal package shall be prominently displayed. Decal packages and desired placement are available on request from the series sponsor or Pro IT Administrator.

3. DRIVER ELIGIBILITY

3.1 All SCCA Full Competition license and Novice Permit holders (with driver's school requirements completed) are eligible to compete. In addition, holders of acceptable competition licenses from all SCCA-approved organizations will be accepted on the same terms. All drivers must be members of the SCCA.

4. RACES

4.1 All races should be no less than forty (40) minutes.

4.2 Entry fee will be determined on a race by race basis by the host region, Pro IT Manager or race promoter. The entry fee for an event will be in the range of \$350 to \$450 based on the venue. Exceptions must be approved by the Pro IT Administrator.

4.3 One double points event should be scheduled per season.

4.4 As per the Chief Steward the top three (3) finishers in each recognized class must report to impound and may be weighed. Additional cars may be impounded at random. These finishers must report directly to impound upon leaving the racecourse. Failing to do so will result in disqualification. *(Comment - if you finished 4th then maybe you should report to impound, you never know, someone in the top 3 may get disqualified).*

4.5 The number of accepted entries may not exceed the limit set in GCR 6.4.1.B. Entries will be accepted in date / time of submission sequence with the provision that the Pro IT Manager may designate up to four (4) 'promoter option' entries regardless of their submission sequence. Alternates may be accepted with the understanding that an alternate cannot participate unless an accepted entrant withdraws.

5. WITHDRAWAL OF AN ENTRY

5.1 There will be NO withdrawals after a car has turned a wheel on the race track, nor will there be any refund of entry fees after a car has turned a wheel on the track.

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6. POINTS and PRIZE FUND

Status	Description	Entry Points	Finish Points	Prize Money
W	Withdrawal - Did not turn a wheel on the track. Entry fee minus any region fees returned	Zero	Zero	Zero
DNS	Qualified - turned a wheel on the track. Did not take the green for the race.	Awarded	Zero	Zero
DNF	Did not finish - Took the green for the race. Completed less than 50% of race distance completed by the overall winner.	Awarded	Zero	Awarded
	Classified - Took the green for the race and completed 50% or more of the race distance completed by the overall winner	Awarded	Awarded	Awarded
DQ	Disqualified - documented in final results as DQ.	Zero	Zero	Zero

6.1 ENTRY POINTS

Each entry will receive five (5) points times the number of entries in the class. The number of entries will be determined by the number of names listed in the Final Results less withdrawals and "no shows".

Entry points shall be capped at a maximum of 25 points for each round.

Example: 5 entries = 5 X 5 = 25 points to each entry.

6.2 FINISH POINTS

6.2.1 A finisher is a car/driver completing 50% or more of the race distance completed by the overall winner and listed on the final results as having finished.

Finish points shall be capped at a maximum of 100 points for each round.

6.2.2 Finishing points will be awarded as follows:

1 st Place	10 times the number of finishers in the class. 100 points maximum
2 nd Place	10 points less than awarded to 1st place.
3 rd Place	10 points less than awarded to 2nd place.
4 th Place	10 points less than awarded to 3rd place.
	And so on thru 10th place
All other finishers	5 points
DNF	0 points
DNS	0 points

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ENTRY AND FINISH POINTS EXAMPLES:

5 entries = 5 X 5 = 25 Points to each entry.

Total finishers = 4 cars/drivers.

1st Place - 40 Points + 25 Points = 65

2nd Place - 30 Points + 25 Points = 55

3rd Place - 20 Points + 25 Points = 45

4th Place - 10 Points + 25 Points = 35

DNF - 0 Points + 25 Points = 25

3 entries = 3 X 5 = 15 Points to each entry.

Total finishers = 2 cars/drivers.

1st Place - 20 Points + 15 Points = 35

2nd Place - 10 Points + 15 Points = 25

DNF - 0 Points + 15 Points = 15

15 entries = 5 X 5 = 25 Points to each entry.

Total finishers = 13 cars/drivers.

1st Place - 100 Points + 25 Points = 125

2nd Place - 90 Points + 25 Points = 115

3rd Place - 80 Points + 25 Points = 105

4th Place - 70 Points + 25 Points = 95

5th Place - 60 Points + 25 Points = 85

6th Place - 50 Points + 25 Points = 75

7th Place - 40 Points + 25 Points = 65

8th Place - 30 Points + 25 Points = 55

9th Place - 20 Points + 25 Points = 45

10th Place - 10 Points + 25 Points = 35

11th Place - 5 Points + 25 Points = 30

12th Place - 5 Points + 25 Points = 30

13th Place - 5 Points + 25 Points = 30

DNF - 0 Points + 25 Points = 25

DNF - 0 Points + 25 Points = 25

6.3 PRIZE MONEY

6.3.1 All entrants must provide a W9 for tax purposes. This must be provided to the Pro IT Administrator prior to any prizes being awarded. If a W9 is not provided within 90 days of the conclusion of the event then that prize money shall be donated to the administrative fund.

6.3.2 If an entrant enters multiple classes during the season then the points will be summed on a per class basis.

6.3.3 \$150 of each entry fee will be placed in the prize fund. \$75 of the prize fund will be paid out for each race; the remaining \$75 will be accumulated for the end of the year championship pay out.

The unearned or unclaimed payout shall be rolled into the administrative fund used for marketing, advertising, trophies or Pro IT merchandise (i.e. - jackets, hats, tee shirts, etc...). Checks must be cashed within 90 days from the date issued or those funds will be forfeited to the administrative fund.

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6. POINTS and PRIZE FUND

6.3.4 Sponsors may contribute to individual classes, point based races, end of years awards, or any combination thereof. Requirements of sponsorship agreements are mandatory of all cars included in the agreement. These requirements include, but may not be limited to placement of decals and driver suit patches. Sponsor and Donor monies are separate from and do not affect Series payout schedules.

6.3.5 The Pro IT Administrator, upon receiving the final race results, will calculate individual points race prize money and points. A summary of the current prize money and points standings will be posted to the NJRRS web site (www.NJRRS.com). Should there be a dispute about the Pro IT Administrator's calculations; every attempt shall be made to resolve it before approaching the TRP with a formal protest.

6.3.6 If more than seven races are scheduled in a season, drivers who compete in all point's races for the season will have to drop their worst finish. This allows racers to compete for the points championship even if they have to miss an event during the season. A DQ cannot be used as a drop for season points.

6.3.7 To be eligible for the series championship a driver must acquire entry points in at least fifty percent (50%) of the races.

6.3.8 End of year points ties will be broken by first determining the driver with the greatest number of highest finishing positions, and if a tie remains, then by selecting the driver who first achieved the highest finishing position.

6.3.9 PER-RACE PRIZE FUND

Payout for each points race will be as follows:

1st Place	22%
2nd Place	16%
3rd Place	13%
4th Place	10%
5th Place	9%
6th Place	8%
7th Place	7%
8th Place	6%
9th Place	5%
10th Place	4%

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The payout for each group will be proportional to the number of cars entered for that group.

Race Payout Example:

33 entries total, or 33 shares of the purse
8 are ITR entries, therefore 8 shares of the race purse
7 are ITS entries, therefore 7 shares of the race purse
6 are ITA entries, therefore 6 shares of the race purse
5 are ITB entries, therefore 5 shares of the race purse
4 are ITC entries, therefore 4 shares of the race purse
3 are SM entries, therefore 3 shares of the race purse

\$75 of each entry would go into the purse.

Total race purse	\$75 x 33	\$2475
ITR purse	8 x \$75	\$600
ITS purse	7 x \$75	\$525
ITA purse	6 x \$75	\$450
ITB purse	5 x \$75	\$375
ITC purse	4 x \$75	\$300
SM purse	3 x \$75	\$225

Therefore, the more entries in the group the bigger the proportion of the prize fund will be awarded to that group.

6.3.10 YEAR END PRIZE FUND

Payout for the end of the year will be as follows:

1st Place	28%
2nd Place	22%
3rd Place	15%
4th Place	9%
5th Place	8%
6th Place	7%
7th Place	6%
8th Place	5%

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7. ADMINISTRATIVE

7.1 Trophies or other suitable awards should be provided to each of the top three (3) class finishers in each points race, and to each of top three (3) end of the season class eligible finishers.

7.2 Drivers who competed in four Pro IT events in the previous year or in seven Pro IT races in the previous three years may request a reserved number for the season. Priority will be given to the current holder of a reserved number. If more than one driver requests an available number, priority will be given to the driver with the most races in the previous year, then the most races in the previous three years. The number '1' will be reserved for the previous year's overall champion.

8. DISQUALIFICATION

8.1 Any car/driver found to be in violation of these rules is subject to disqualification. Disqualification will result in forfeiture of all points, prize money and any other awards. The Stewards may forfeit all accumulated points. Previously awarded prize money will not be recovered or redistributed.

8.2 If evidence exists that a driver has been in gross or blatant violation of rules, the driver may be disqualified and stripped of all accumulated points and all points will be recalculated. Due to the difficulty associated with recovering paid prize money, previously awarded prize money will not be recovered or redistributed. If disqualification is made before payment of any prize award, then prize award will be recalculated.

9. SERIES MANAGEMENT

Pro IT Operations Manager: Geoff Hall

Pro IT Administrator (Points keeper): Darrell Anthony

Pro IT Chief Steward: Terry Hanushek

9.1 In agreement with Pro IT Operations Manager, Pro IT Administrator, the Pro IT Chief Steward, may deviate from the rules for circumstances beyond their control or when in the best interest of the series. Such circumstances include, but may not be limited to: scheduling events, entry fees, duration of events, correction of results and sponsorship requirements.

9.2 All decisions of Touring Race Promotions are final and not protestable.